

# TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

## IMPORTANT:

THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES AT THE BEGINNING OF STANDARDS NO. MD 104.00.

## NOTES:

CHANNELIZING DEVICES ARE TYPICALLY SPACED AT 25 FOOT INTERVALS MAXIMUM IN THE IMMEDIATE AREA OF THE ENTRANCE POINT IN ORDER TO CLEARLY DEFINE THE TEMPORARY ENTRANCE.

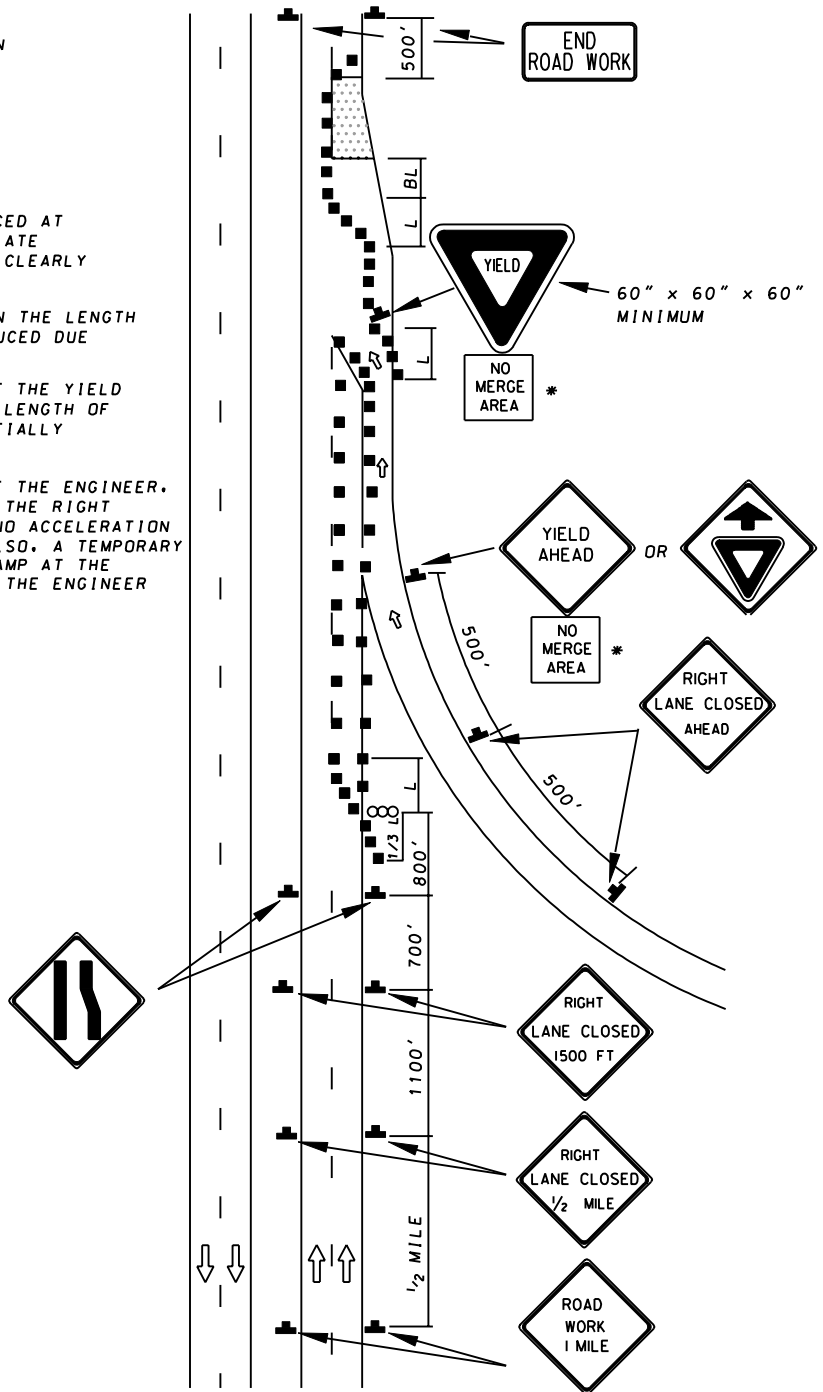
THE YIELD SIGN(S) SHALL BE ERECTED WHEN THE LENGTH OF THE ACCELERATION LANE HAS TO BE REDUCED DUE TO THE WORK ACTIVITY.


\* THE NO MERGE AREA SIGN SHALL SUPPLEMENT THE YIELD AND ADVANCE YIELD SIGN(S) WHENEVER THE LENGTH OF THE ACCELERATION LANE HAS BEEN SUBSTANTIALLY REDUCED AS DETERMINED BY THE ENGINEER.

THE YIELD SIGN(S), WITH THE APPROVAL OF THE ENGINEER, SHALL BE REPLACED WITH STOP SIGN(S) ON THE RIGHT SIDE (BOTH SIDES) OF THE APPROACH, IF NO ACCELERATION LANE EXISTS FOR TEMPORARY ENTRANCE. ALSO, A TEMPORARY STOP LINE SHALL BE PLACED ACROSS THE RAMP AT THE DESIRED STOP LOCATION AS DETERMINED BY THE ENGINEER

## KEY:

- ■ CHANNELIZING DEVICES
- SIGN SUPPORT  
— FACE OF SIGN
- ↑ DIRECTION OF TRAFFIC
- WORK SITE
- ○ ARROW PANEL



SPECIFICATION <b>104</b>	CATEGORY CODE ITEMS										
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY										
<b>SHA</b> State Highway Administration	<table> <tr> <td>APPROVAL • SHA REVISIONS</td><td>APPROVAL • FEDERAL HIGHWAY ADMINISTRATION</td></tr> <tr> <td>APPROVAL <b>9-10-96</b></td><td>APPROVAL <b>9-27-96</b></td></tr> <tr> <td>REVISED <b>10-1-01</b></td><td>REVISED</td></tr> <tr> <td>REVISED</td><td>REVISED</td></tr> <tr> <td>REVISED</td><td>REVISED</td></tr> </table>	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	APPROVAL <b>9-10-96</b>	APPROVAL <b>9-27-96</b>	REVISED <b>10-1-01</b>	REVISED	REVISED	REVISED	REVISED	REVISED
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**Maryland Department of Transportation**  
**STATE HIGHWAY ADMINISTRATION**  
 STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES  
**ENTRANCE RAMP TREATMENT/EXP-FREWAY**  
**GREATER THAN 40 MPH/OVER 12 HRS.**  
**OR NIGHTTIME USE**

**STANDARD NO.**

**MD 104.28-02**